

OPEN EXHAUST DOOMED

Muffler Cut-Out Ordinance Takes Effect on July 16.

POLICE ORDERS EXPECTED

Many Other Cities and Towns Are Following Lead of New York in Suppressing Racket.

Only a fortnight remains for the few automobile drivers in New York City who like to give the impression that they are driving racing machines to attract attention by the cutting out of the muffler. The new muffler cut-out ordinance takes effect shortly and is sure to bring about a reform in the use and operation of motor driven vehicles which greater New York has long and urgently needed.

It is expected that Police Commissioner Waldo will issue orders at an early date in regard to the enforcement of the muffler cut-out ordinance, drafted by the technical committee of the Board of Aldermen. The ordinance takes effect on July 16. Arrests are likely to follow immediately for violations of the ordinance, which reads as follows:

Section 1. Every motor vehicle propelled by an internal combustion engine, when such vehicle is on any street, road, avenue, alley, park, parkway or public place within the city limits, shall, when such engine is running, be equipped with a muffler or silencer, through which all of the exhaust gases from the engine will escape into the atmosphere.

Section 2. It shall be unlawful for the operator or driver of any motor vehicle to use any cut-out, fitting or other apparatus, or a device which will allow the exhaust gases to escape into the atmosphere without passing through a suitable muffler or silencer, as described in Section 1.

Section 3. Any person violating the provisions of this ordinance may, upon the conviction thereof by any city magistrate, be fined a sum not exceeding \$10, and in default of payment of such fine may be committed to prison by such city magistrate until the same be paid, but such imprisonment shall not exceed ten days.

The crusade inaugurated and successfully conducted against the indiscriminate use of the muffler cut-out and legislation has been enacted in several states, more recently in New Jersey, prohibiting its use.

Several other municipalities are planning to follow the action taken by the New York City authorities in prohibiting the use of the muffler cut-out, among them being Philadelphia, where a similar ordinance will probably be adopted upon the recommendation of Director of Public Safety Porter and transmitted to the City Council by Mayor Blankenburg.

The highway commission of Massachusetts has taken steps to eliminate the use of muffler cut-outs, which is contrary to the provision of the automobile law. So many complaints have been received by the Massachusetts authorities that they found it necessary to station an inspector at points where the law was being constantly violated, taking the numbers of the cars and notifying the operators to stop the unnecessary practice.

In New Haven, Chief of Police Cowles has instructed all traffic police to arrest automobileists who violate the city ordinance in regard to the use of the muffler cut-out, and automobile tourists passing through that city should be careful to comply with the ordinance, otherwise they will be liable to arrest. The Albany authorities also threaten arrest for the same offense.

EVERYTHING ON THIS CAR

New R-C-H Will Create Sensation Among Motorists.

Once more the Detroit corporation which manufactures the R-C-H car has created something of a sensation in motor car circles and among motorists generally, this time with an announcement of equipment on its touring car for 1913 that heretofore has been looked for only on cars selling at a much higher price.

The equipment includes five electric lights, non-skid tires all around, Warner autopilot, top fitted with Jiffy curtains, top slip cover, rear vision mirror and robe rail. That the 1913 season will be one in which full equipment of a motor car with every essential to convenience and comfort in driving will be demanded by motorists, and that the more progressive manufacturer is preparing to go to the limit on such equipment, is indicated by the announcement.

The furnishing of electric lights is a decided step forward. The advantages of this type of lighting are manifest, for they can be turned on or off without leaving the seat—a convenience that is really realized when it becomes necessary to light up on a muddy road.

The automobile furnished is a Warner Model 2, with speed indicator, trip and total mileage recorder, the latter being of five figures. The Warner speedometer has proven itself reliable under all conditions and is used on many of the highest priced cars.

The top is of Fairfield rubber, and each is fitted with Jiffy curtains. These curtains make it unnecessary for the driver to leave his seat and wade through mud to close the car when a storm comes up, for they operate from inside. A top slip cover is also provided with each car.

NEW YORK FIRE LADDIES LOSE.

Plainfield, N. J., June 25.—The Plainfield baseball nine defeated the New York Fire Department this afternoon by a score of 7 to 1. After the game the visitors were feasted by the firemen of the local department.

AUTOMOBILES.

BENZ
1913 MODELS
NOW ON EXHIBIT
AT OUR SALESROOMS

THE NEW
35 & 50 H. P.
SHOWING THE
NEW AND DISTINCTIVE
FEATURES
Including
ELIMINATION OF THE
TIMING GEARS
by use of silent chain.

VALVES ENCASED
insuring silence.

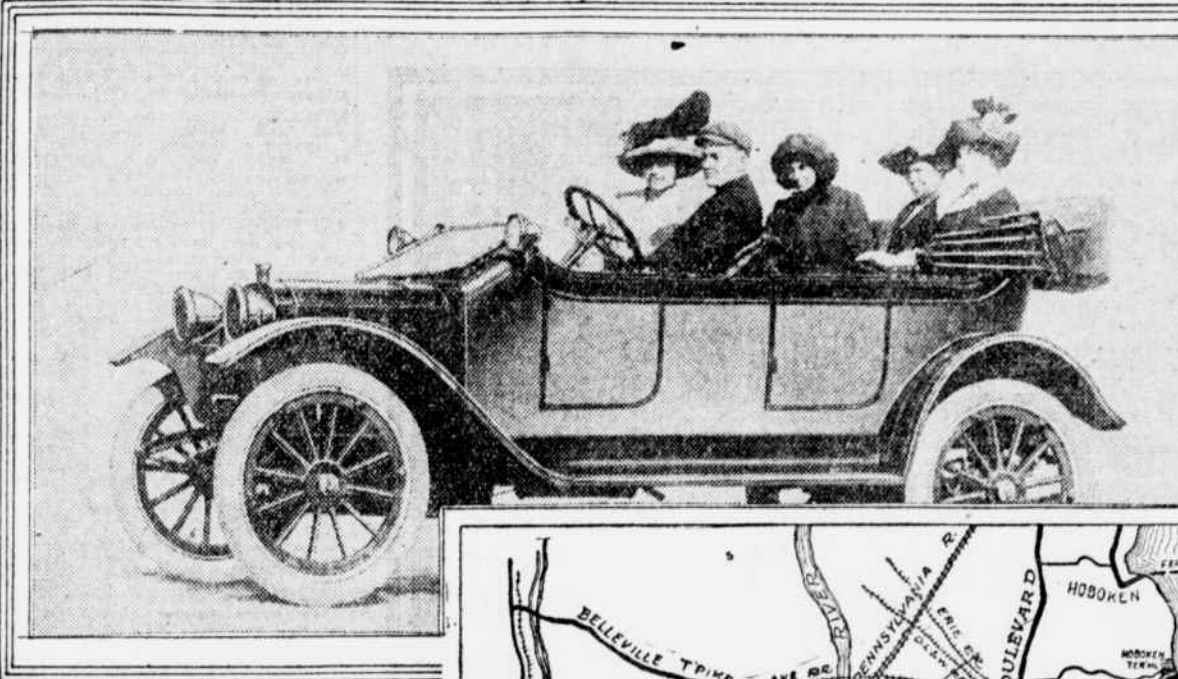
NEW and EXCLUSIVE
OILING SYSTEM
doing away with all smoke.

NEW BODY CREATIONS
An Innovation in Luxury and Comfort.

Of the superior qualities of the material and workmanship in the Benz, we feel that in view of evidence shown in all manner of contests during many years in America and foreign countries it need only be said that the famous Benz standard is strictly maintained in the cars offered for the coming season.

BENZ AUTO IMPORT CO.,
244-250 West 54th St., New York.

INTERESTING PHASES OF AUTOMOBILING IN PLEASURE AND BUSINESS.



THE 1913 R. C. H. WHICH HAS JUST MADE ITS APPEARANCE.



THE ALCO TRUCK ON ITS LONG JOURNEY TO CALIFORNIA.

LOCAL SPEEDWAY ASSURED

Company Formed to Build Circuit on Jersey Meadows.

WILL BE READY IN A YEAR

A. R. Pardington to Superintend Project, Which Is Planned on Elaborate Scale.

Formal announcement of the plans for the construction of the Metropolitan Motor Speedway were made yesterday at the offices of the company in this city. During the last few days it became known that an organization has been actually formed to build it, the Metropolitan Motor Speedway Association having been incorporated with an authorized capital of \$1,500,000.

The association has just been formed to take over 300 acres on the Jersey meadows, near Newark, for the purpose of constructing a motor track and stadium. Ground will be broken next month and the speedway is to be completed within a year. On July 4, 1913, the inaugural contest will be staged—an international 500-mile race. Engineering offices have been opened in the Orway Building, in Newark, and a corps of experts engaged.

The fact that A. R. Pardington, who was actively connected with the Long Island Motor Parkway, is vice-president and general manager of the new corporation, and that Fred J. Warner, the A. A. A. starter and race promoter, is interested financially and as a director is practically a guarantee to any one familiar with the sport that the project will be carried through successfully. H. E. Hoyt, vice-president of the American Potash Company, is president; Theodore F. Keer, vice-president of the Newark Trust Company, is treasurer, and W. H. Osborne, secretary.

It is not merely intended to make the speedway a stage for automobile speed contests. Long distance races, the track will be held on the brick and other race tracks available for oval, while the infield will be available for track athletics, circuses, etc. The entire track will be inclosed by a high fence. The track is to be 60 feet wide, excepting on the turns, which are to be 75 feet in width and scientifically banked with saucer curves.

Grandstands with box and promenade seats will be erected the entire length of the straightaway stretches, and the proposed capacity of these stands to accommodate ten thousand spectators. Moderate ten thousand seats will be provided by means of the double track tunnels, forming the entrance and exit for cars and pedestrians.

Garages, repair and machine shops, pits, a hotel and clubhouse, a restaurant and other buildings will be erected. For night races, a number of which are to be run, the two miles of speedway will be illuminated in such a way as to provide plenty of light.

The races at the Indianapolis Speedway drew crowds of more than eighty thousand to each of the five-hundred-mile races held there. Indianapolis has to draw on a population of only about one million, whereas within a radius of twenty miles of the Metropolitan Motor Speedway the total population is seven million. Furthermore, the Metropolitan district during the summer months has a pleasure seeking, floating population of at least one million. In view of this number, experts say that the proposed grandstand capacity of two hundred thousand will be inadequate.

The speedway will be within twelve minutes of downtown New York by means of the Hudson tubes. The Erie, Pennsylvania and Delaware, Lackawanna & Western railroads will have stations on the property, permitting patrons to pass directly from the trains to the stands. The Public Service Corporation of New Jersey lands passengers on two sides of the property, with a five-cent fare from Newark and Jersey City. From New York the fare is 10 cents.

Boulevards from Jersey City, Hoboken, Weehawken and Interior New Jersey lead to the property. Parties from 120th street, 42d street, 22d street, Christopher, Desbrosses, Cortlandt and Barclay streets have an automobile capacity of three thousand cars an hour. The speedway is convenient to all points in New Jersey by rail, trolley and highway and by automobile and train from Philadelphia, Trenton, the Oranges and all points within two hundred miles.

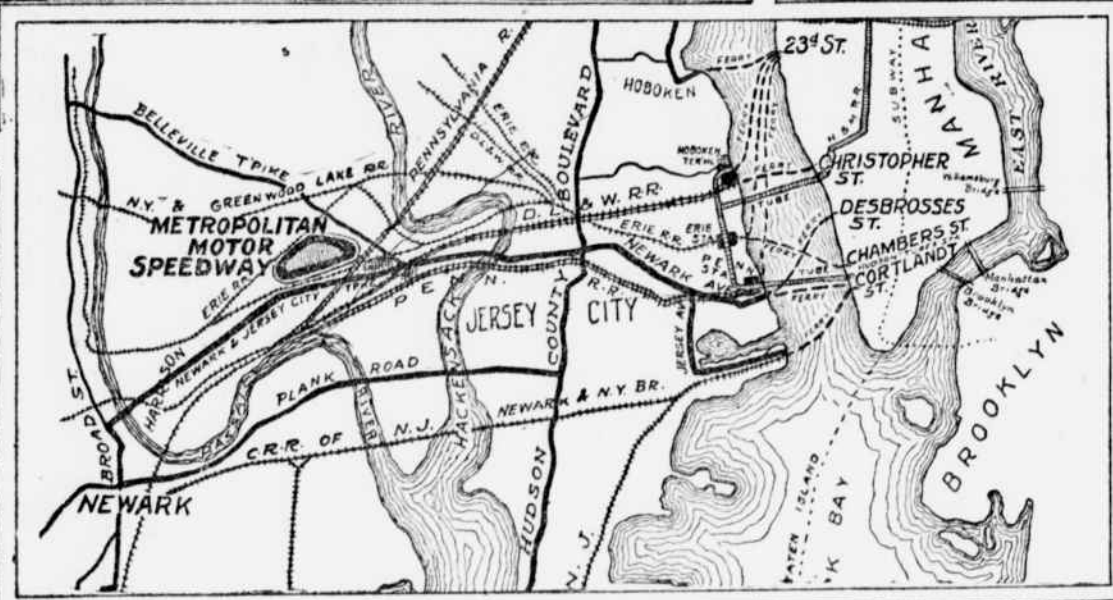
WANT BOILLOT'S ENTRY

Milwaukee Association May Bring Grand Prix Winner Here.

Upon learning that Boillot had won the French Grand Prix race last Wednesday, Bert J. Ruddle, manager of the Milwaukee Automobile Dealers' Association, which is to conduct the big fall race meet, wired the Eastern representatives of the Vanderbilt Cup and Grand Prix Race Committee that an effort would be made to secure Boillot's entry in both of the classics at Milwaukee in September.

At present it is practically certain that the winners of all the recent big races will be seen in the coming classic contests. David Bruce-Brown, twice winner of the Savannah Grand Prix race, who gave the foreigners quite a scare by winning the first leg of the French Grand Prix, stated before leaving for Europe that he would try to obtain a car for the Milwaukee races.

Ralph De Palma, the unlucky driver of the last 500-mile race at Indianapolis, will be in the hunt for the prizes. De Palma is now in Switzerland, where he will rest for a while at his wife's home. He and Mrs. De Palma will return to America, and the Vanderbilt and Grand Prix probably will be the next competitions in which he appears. Bruce-Brown and Spencer Wishart will return from Europe in the mean time, and several of the foreign pilots may accompany them.



MAP SHOWING LOCATION OF THE NEW METROPOLITAN MOTOR SPEEDWAY ON THE JERSEY MEADOWS.

Overland Company Enlarges and Will Double Its Output

Forty Thousand Cars To Be Built by Toledo Plant in Next Twelve Months.

Continuing a remarkable policy of expansion, John N. Willys, president of the Willys-Overland Company, of Toledo, makers of Overland motor cars, announces that the capitalization of the company will be increased from \$5,000,000 to \$15,000,000; that four large buildings will be constructed and several smaller buildings increased in capacity; that he will employ three thousand additional men, making a total of nine thousand on the payroll, which will amount to \$20,000 a month, and will produce forty thousand Overland cars for 1913.

The capitalization of the company when the increase is made will be divided into \$10,000,000 worth of common stock and \$5,000,000 worth of 7 per cent cumulative preferred. It is said that Mr. Willys will retain all of the common stock, and application may be made to list the preferred on the New York Stock Exchange.

The capacity of the plant will be doubled. The demand for Overland automobiles is responsible for the vast improvements and branching out of the company. During the last season the company had to decline several thousand orders because the demand was much greater than the capacity of the vast Toledo factories.

Mr. Willys says that he will turn out two hundred finished cars every day when the improvements are made. At the present time 125 cars are manufactured each day. During the last few weeks orders for more than three thousand Overland cars had to be cancelled.

The new improvements have been under consideration for some time past, and particularly since the plant proved unable to keep pace with orders. During the last eleven months the Toledo factory has turned out 23,000 cars, but the demand proved that the plant would have to be enlarged and it was deemed advisable to increase the stock of the company to make the improvements.

One of the new buildings to be constructed will be larger than any in use at the present time. It will be 200 feet long, 100 feet wide and three stories high, and will be constructed at the rear of the present factory buildings. Mr. Willys recently acquired the necessary property. He formerly owned forty-four acres of land, but in view of the many improvements planned, has increased his holdings to seventy-two acres.

A second factory building, 200 feet long and 70 feet wide and two stories high, will be constructed just west of the drop forge department, while the Kinsey Manufacturing Company, one of the Overland concerns, will construct a new five story building, 30 by 100 feet. The new building will be larger than the present plant of the Kinsey company.

STARTLING TIRE FIGURES

Statistician Shows Enormous Extent of American Industry.

A statistician in motoring affairs estimates that during the year 1912 \$120,000,000 worth of tires will be sold in the United States. He bases his figures on the fact that there are six hundred thousand automobiles in use in the country, and that each car will require six tires, according to the estimate of automobile tire manufacturers.

This means that the total output of the entire country will be four million tires. Figuring the average cost of a tire to the car owner at \$30, the American motoring public will spend on tires next year the huge amount named.

From January 1 of this year to the middle of June the Goodyear Company, manufacturers of the No-Rim-Out tire, has placed on the market 400,000 tires, and by the end of the year P. W. Litchfield, the factory manager, estimates that the Goodyear company will produce one-fourth of the country's entire output.

TESTING ELECTRIC TRUCKS

Long Run with Overload Is Idea of General Motors Manager.

"Testing an electric chassis which is to be used in commercial work is no small task," says J. M. Lonsden, manager of the electric division of the General Motors Truck Company. "After the truck is assembled, it is given a preliminary road test. This is done for the purpose of noting the relationship of one part to another and to see if the truck runs smoothly and is otherwise correct, mechanically."

"After this comes the more important test—that of ascertaining the power capacity. To make sure of this we overload our trucks 50 per cent, and with this extra weight the truck negotiates seventy-five miles. During this period tests are also made as to the amount of power consumed. This is accomplished with precision instruments."

"The country adjacent to Pontiac is especially suitable for testing purposes. Here you find all sorts of roads and varying grades. The hills in some places are miniature mountains; so, taking it as a whole, the conditions are ideal for strenuous, all-around tests. What we do is to work the truck under harder conditions than would exist if it were in actual use by an owner, and by the time the various road and other tests are completed we are satisfied that the machine will give a good account of itself in everyday work."

REISS RETAINS INTEREST.

It has been rumored that Charles E. Reiss intends to give up the agency for the American and Marlin cars. In refutation of the report Mr. Reiss, who has just returned from the factory, announces that he has not only closed a contract for next year but for years additional. The fact that he has a large financial interest in the new Marlin motor car company, Mr. Reiss says, should dispose of that end of the story.

MARVEL IN TRUCK LOADING

Cubic Yard of Sand a Minute Is Possible with New Device.

Operators of motor trucks will be interested in a new and very novel loading device now in use by a firm in Yonkers. It works automatically and will load a truck with one cubic yard of sand or gravel a minute. Inasmuch as a cubic yard weighs 2,700 pounds, some idea of the great efficiency of the device may be understood.

The loader is part of the hauling equipment of a contracting concern, and is operated in conjunction with the Velle trucks. It also takes but one minute to unload, as the body, which is placed on an incline, is held in position forward by two links and pins. When the pins are removed the operator starts the load on its way with a short jolting motion.

The loading device will no doubt be adopted by many operators of motor trucks. It consists of a series of buckets running over an incline and does away with the labor of four men, who would require at least twenty minutes to do the same work.

MOTOR CARNIVAL POSTPONED.

At a meeting of the motor carnival committee held last Thursday it was decided to postpone the affair under the auspices of the Hotel and Business Men's League until the week of September 9 to 14. The reason for the postponement is that the originally scheduled dates in July come at a time when the automobile business is at a low ebb and so many motorists and people connected with the trade are on vacation. Furthermore, at that period few dealers have new cars ready for delivery, the majority having no 1913 models in their salesrooms.

SUNDAY'S NEW-YORK TRIBUNE
Mailed anywhere in the United States for \$2.50 a year.

AUTOMOBILES.

RENAULT, 35-45 H. P.

Early 1910 model, four-door Demaree seven passenger body, demountable rim, new tires, speedometer, clock, special windshield, shock absorbers, top, Presto tank, stern horn and many other accessories; owner will consider reasonable offer.

Stearns

1911 and 1910 15-30 Touring and 20-30 toy Touneau, rebuilt and painted; above cars, which have been consigned to us, have been thoroughly inspected in our shops, and we can recommend them in every way. We also have a THOMAS, RAMBLER, FRANKLIN, BUICK, MITCHELL, CHALMERS, PLAT, Toy Touneau, 6 cyl. and several good Taxi-cabs. We are sacrificing between now and July 1. Now is your chance to get a reliable car at a bargain.

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NO GRAVE FOR OLD CARS

Detroit Investigators Find That Few Autos Wear Out.

EARLY HUDSONS ON THE GO

Poughkeepsie Man Is Still Using Car No. 1, While No. 2 Is Also in Constant Use.

What becomes of the aged automobile? In the endeavor to answer this interesting question a well known Detroit automobile authority has made an investigation among motorists. In determining what becomes of the old automobiles the authority was unable to find any cars which had been "scrapped."

In several instances it was discovered that old cars are being used on farms, both for pleasure and in doing some of the farm work. Some big, beautiful cars of years ago are doing service as delivery wagons; others are being used in livery service while a few have been stripped of bodies and converted into power plants for pumping water and general work. Very few of the cars of the infant days of the industry have been lost to sight completely.

It was found that with one make of car, the Hudson, none have worn out, and motorists are successfully operating all of them. Some cars, though sold and resold several times, are still in operation. No trace of an automobile "junk heap" could be found.

The inquiry brought out the interesting fact that the first car created by Howard E. Coffin for the Hudson Motor Car Company—car No. 1—has run upward of fifty thousand miles, and is still doing service in the hands of Joseph P. Davis, of Poughkeepsie, N. Y. The car was originally sold in New York City, and up to the time of purchase by Mr. Davis had changed hands a number of times.

Some old cars met with accidents and were destroyed, some were burned up in fires, some became baggage wagons and taxicabs. Farmers are buying some to haul produce to town. Another old car in Augusta, Ga., has been driven by five different owners, and the man who first purchased it bought it back again after it had run thousands of miles. He still drives it and refuses to allow it to get out of his hands.

The first Hudson driven on the Pacific Coast is car No. 2, which was turned out by the factors the same day on which the automobile owned by Mr. Davis was built. The car has been in the hands of a Sacramento (Cal.) owner for four years. For four years an El Paso (Tex.) woman has driven an old Hudson, and declares that it is running as finely as the day it was built. This is also one that was built on the first day. The first of this make in Japan is still being driven by an American physician in calling upon his patients.

An interesting fact in connection with the first car which Mr. Coffin built—before the Hudson company was organized—is that it is being exhibited throughout the country. Though built a decade ago, the stanch little car is still in excellent running condition, and when it returns from its exhibit trip it is to be placed on exhibition in Detroit. It is an old style curved dash car, and probably one of the most notable antiques of the automobile industry. Perhaps the most astonishing point about the investigation was the apparent fact that no "junk heap" could be found, as is the case with practically every other form of machinery.

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